

No 2515 Survey held at Cardiff Date April 4th & 9th
 on the Schooner "S'll Away" Master Jelix Sarah
 Tonnage Old 145 Built at Cardiff When built in 1864 Launched February 15/64
 By whom built Mr Thomas Hodge Owners Jelix Sarah &c
 Port belonging to Towney Destined Voyage Coaster
 Surveyed while Building, Afloat, or in Dry Dock on the slip at required stages &c

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	82	4	19	8		10	5							
Scantlings of Timber.														
TIMBER AND SPACE	19	6	20											
Floors	8 1/2	9	7 1/2	7 1/2	6 1/2									
1st Foothooks	7 1/2	4 1/2	6 1/2	6 1/2	6									
2nd Ditto	6	5 1/2	4 1/2	5 1/2	4 1/2									
3rd Ditto	6	5	4 1/2	5 1/2	4 1/2									
Top Timbers	6	5	4 1/2	5 1/2	4 1/2									
Deck Beams	18	10	10	8 1/2	9 1/2	9 1/2	7 1/2							
Hold Beams	18	11	10 1/2	10 1/2	9	9	9							
Keel	11	10	10	10	9	9	9							
Keelsons	10 1/2	15 1/2	15 1/2	10	10	10	10							
Keelson Scarphs	4 1/2	3	3	3	4 1/2	5	5							
Keelson Keelsons	10 1/2	15 1/2	15 1/2	10	10	10	10							
Keelson Scarphs	5 1/2	3	3	3	4 1/2	5	5							

Thickness of Plank	INCHES.		Thickness of Plank	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	2 1/2	2 1/4	Limber Strakes	3 1/2	2 3/4
Garboard to Bilge	2 1/2	2 1/4	Bilge Planks	3 1/2	2 3/4
Bilge Planks	4	2 1/4	Ceiling in Flat	2	1 3/4
Bilge to Wales	2 1/2	2 1/4	Ditto Bilge to Clamp	2	1 3/4
Wales	3 1/2	3 1/2	Hold Beam Clamps	3	
Topsides	3 1/2	2 1/2	Deck Beam Ditto	2 1/2	2 1/2
Sheer Strakes	3	2 1/2	Ceiling 'twixt Decks	2	1 3/4
Plank Sheers	2 1/2	2 1/4	Hold Beam Shelves	None	
Water-Ways	8 1/2 x 7 1/2		Deck Beam Ditto	9 x 7 x 3 1/2	1 1/4
Ditto, faying surface against Timbers	5	4 1/2			
Upper Deck	2 1/2	2 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Fastenings	Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule
	In Ship.	Inches required per Rule	In Ship.	Inches required per Rule	
Heel-Knee, & Deadwood abaft	5/8	1 1/2	5/8	1 1/2	15/16
Scarp of Keel, N° 1	3/4	1 1/2	3/4	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood	3/4	3/4	3/4	3/4	3/4
Transoms and throats of Hooks	5/8	1 1/2	5/8	1 1/2	15/16
Arms of Hooks	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Thro' Bilge & Limber Strakes	5/8	1 1/2	5/8	1 1/2	5/8
Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Butt End Bolts	5/8	1 1/2	5/8	1 1/2	5/8
Pintles of the Rudder	2	2	2	2	2
Hold Beam Bolts in Waterway	None	None	None	None	None
Hold Beam Bolts in Shelf or Clamp	None	None	None	None	None
Deck Beam Bolts in Waterway	3/4	3/4	3/4	3/4	3/4
Deck Beam Bolts in Shelf or Clamp	3/4	3/4	3/4	3/4	3/4
Nails or Bolts in Flat of Deck	1/2	1/2	1/2	1/2	1/2
Treenails	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 7 1/2 Inches.
 The Floors consist of English Oak The First Foothooks of English Oak
 The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
 The Shifts of the First and Second Foothooks are not less than 3 feet 4 in. N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are 3 feet 4 in. to 4 feet forward and aft
 The Frame is well squared from the First Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is equally good and free from sap
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place.
 The Frame is Chocked with 140 Butt at each end of the chock. The Main piece of Rudder is English of Windlass is English
 The Keel is English The Main Keelson is English and American and is free from all defects.
 The Stem, and Stern Post, of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are all free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Baltic Fir & American Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Baltic Fir
 From the Light Water Mark to the Wales Baltic Fir, one stroke under Water Hackmatack
 The Wales and Black-strakes are Hackmatack The Topsides & Sheer-strakes Hackmatack
 The Spirketting and Plank-sheers English Oak & Hackmatack The Water-ways { Upper Deck Baltic Fir
 Lower Deck None
 The Decks Yellow Pine fastened with Galvanised Nails State of good quality
 The Shifts of the Planking are not less than 5 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 1 stroke between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic Fir and Red Pine
 The Ceiling, Lower Hold, and between Decks Baltic Fir Shelf Pieces and Clamps Baltic Fir
Fastenings.—To Hold Beams Iron Lodging knees two to each Beam end

Deck Beams Shelf pieces and Waterways properly secured with an Iron Hanging knee to every Beam end and an Iron Strap knee in Mast rooms

Number of Breasthooks Three Iron Pointers None Crutches None
 Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End one of which is through and clenched.
 Bilge and Limber Strakes are all bolted through and clenched. Treenails of English Oak How Made circular
 Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship very good
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature Thos Hodge Surveyor's Signature Henry Hayes

9900-8781N

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
/	Fore Sails,	Chain	180 7/8	Bower,	2 6 3 20
/	Fore Top Sails,	Hempen Stream Cable	90 6 1/2		6 1 12
/	Fore Topmast Stay Sails,	Hawser	90 4 1/2	Stream,	1 2 1 15
/	Main Sails,	Towlines <i>Stays</i>	90 3 1/2		
/	Main Top Sails,	Warp	90 3	Kedge,	1 1 1 26
and all other sails, for one complete suit		All of <u>good</u> quality.		Forty fathoms of mooring line	
Her Standing and Running Rigging		<u>Hemp and</u> sufficient in size and		<u>good</u> in quality.	

She has 17 feet Long Boat and Wind
 The present state of the Windlass is good Capstan good Rudder good Pumps Two good with gear fitted with Patent Purifiers

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	<u>July 9th 1863</u>
2nd. When the Beams are put in, &c.	<u>October 23rd 1863</u>
3rd. { When completed, and before the plank be painted or payed }	<u>November 24th 1863</u> <i>And whenever an opportunity offered during the building</i>

The materials used in her construction are all of good quality and up to the mark for the eight years' grade and workmanship very good. The whole of the outside fastenings being of yellow metal to the entire exclusion of all iron bolts or nuts, and being fastened with galvanized nails, entitles her to an additional year's caulking tested and found good by cutting out pieces. Certificate of Proofs of Anchors and Chains furnished as stated above. I am of opinion she may be classed A1 for nine years from 1864.

Present condition of Caulking of Bottom, good Deck, good and Waterways good
 If Sheathed, Doubled, Felted, or Coppered Single bottom When last done _____
 I am of opinion this Vessel should be Classed A1 for nine years from 1864

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,
 Special£ 4 : 4 : 0
 Certificate£ : 2 : 6

Committee's Minute 15th April 1864
 Character assigned A1 for 9 years

